GEOGRAPHIC NEWS BULLETINS

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Photograph by Nelly's, Athens

"A THING OF BEAUTY IS A JOY FOR EVER"—IF IT CAN SURVIVE

Praxiteles chiseled marble into human softness, and 2,200 years later his "Hermes Carrying the Infant Dionysius," though chipped, is still one of the treasures of Greece (Bulletin No. 3).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Would Tunneling Protect the English Channel, England's Moat?

IN ENGLAND'S plans for defense against invasion, the most talked-of body of water is the English Channel, which halted the German forces sweeping England-ward in 1940. The talk has even revived an old question: to tunnel or not to tunnel beneath the Channel waters.

The Channel is wider than it appears. Only at its eastern end is it actually narrow. There at the Strait of Dover it narrows to 20 miles, with a mere 22-mile jump between Calais and the British port of Dover. Some 20 miles westward along the French coast, however, the Channel widens to leave a gap of 30 miles between Boulogne and the nearest English port, Folkestone. At Dieppe, the next French port to the west, the distance to the coast of Britain is 66 miles; at Le Havre, 85 miles. These distances represent an estimated flying time for bombers of about 6 minutes to England from Calais, 8 minutes from Boulogne, 16 from Dieppe, and 21 from Le Havre.

Western "Puff" Seven Times Wider Than Eastern "Cuff"

La Manche, "The Sleeve," is what the French call the 350-mile-long Channel—an old-fashioned two-puff sleeve with its wrist at the Strait of Dover, the puffs caught in at Cherbourg, and the shoulder at its western entrance to the Atlantic. The constriction at the halfway point of Cherbourg leaves 82 miles intervening between that town and the British port of Portsmouth. The western "puff," however, widens to a distance of 157 miles, or 38 minutes, between St. Malo and Southampton, Britain's largest Channel port. The western end of the Channel is more than 100 miles wide.

The east Channel coast of England, most exposed to attack from France, contains a large fraction of the 4,500,000 Englishmen living in the six counties and islands bordering the Channel.

A tunnel beneath the Channel in this eastern region, connecting Calais and Dover, was suggested as far back as Napoleon's time. England has been divided into two camps for more than half a century over the project.

It is not a matter that could affect the present hostilities, for such a tunnel would probably require five or six years to complete.

Tunnel Begun with Two Miles of Construction

In 1875, a Channel tunnel company was chartered in England, and a mile of tunnel was eventually constructed on either side of the Channel. When the British Parliament decided against the project in 1883, work was summarily halted. The machine shops erected near the mouth of the tunnel remained for many years as reminders. Sir James Knowles, architect, critic, and publisher of an English periodical, was always pointed to by Gladstone as the man who killed the Channel tunnel before it had progressed to the experimental stage.

The proposal was revived in 1907 and again in 1913. After the first World War, Marshal Foch was quoted as saying that the war would not have taken place had the Channel tunnel existed in 1914.

The British Committee of Imperial Defense vetoed the project when it was revived in 1924, and the House of Commons voted it down in 1930.

Advocates of the plan have emphasized the value of the tunnel in fast, wartime movement of men, munitions, and supplies to the continent in a possible counterattack maneuver. They point out that it would be free of danger from air

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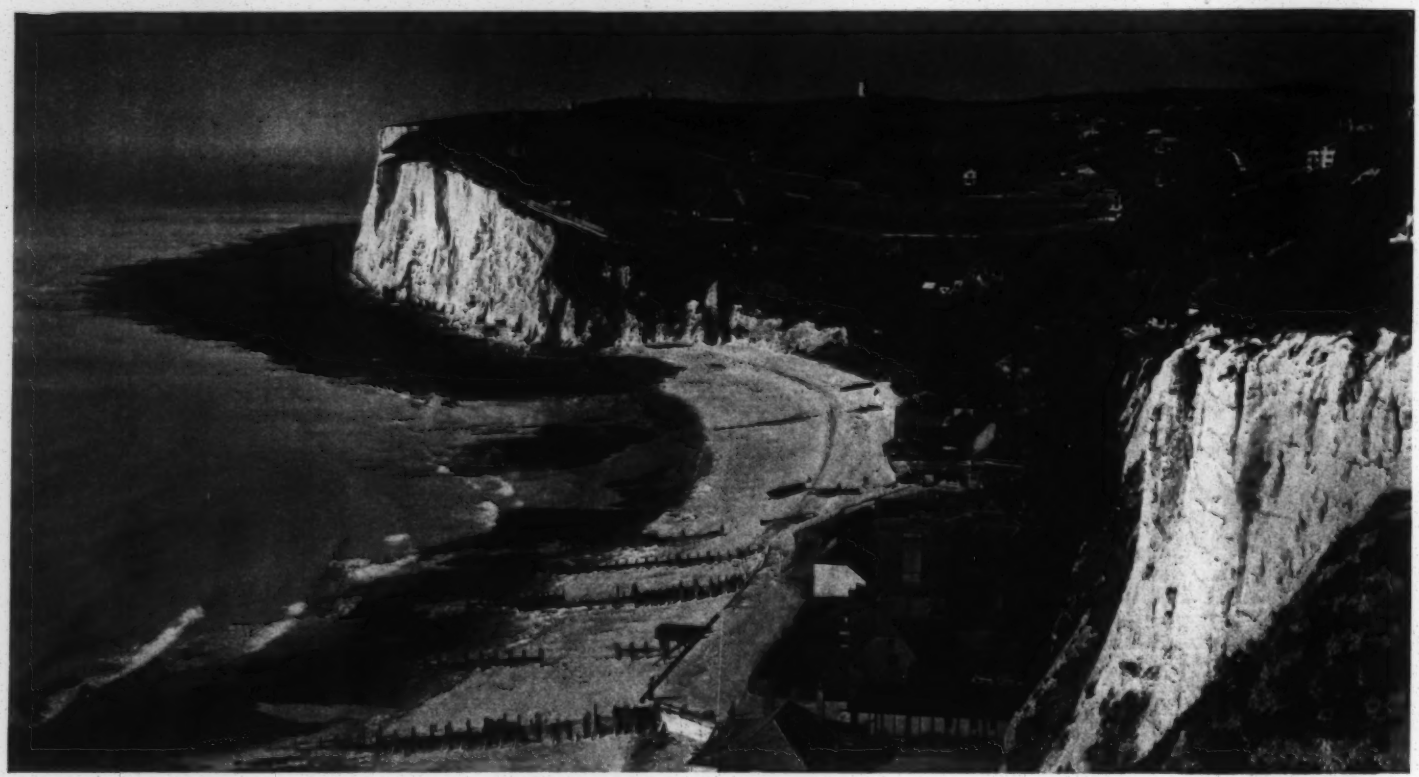

Photograph by Maynard Owens Williams

THE RAMPARTS ENGLAND WATCHES JUT BOLDLY INTO THE CHANNEL BESIDE DOVER

St. Margaret's Bay, a short walk north of Dover, is marked by the striking chalk cliff known as South Foreland (left background), which projects into the English Channel far enough to make that part of the coast the bit of England nearest to France. This "tight squeeze" in Channel shipping lanes was guarded in the World War by the Dover Patrol, in which American vessels participated; the Patrol has been commemorated by monuments and plaques on the English coast, at Cap Gris Nez on the French coast opposite, and in New York Harbor. The proximity of this part of England to the continent made Dover, whose modern name resulted from Latin spelling, a Roman landing place and the beginning of Watling Street, famous Roman highway through Roman Britain (Bulletin No. 1).

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Summer-Favored Atlantic City Has A.A.S.A. Winter Convention

THE raw new town of Atlantic City, with its first hotel not finished and no boardwalk along its empty stretches of beach, was swamped by its first excursion train, a wood-burning locomotive and wooden coaches from Camden, New Jersey, on the first of July, 1854. There must have been fully 600 passengers!

The "city" that found those 600 summer frolickers a crowd now plays year-round hostess to uncounted numbers, estimated between twelve and sixteen million. With no inconvenience Atlantic City is now entertaining, February 22-27, the annual convention of the American Association of School Administrators.

City on an Island Seven Miles at Sea

George Washington's birthday, says the city, is as good a time for a visit as the Fourth of July. A convenient kink in the Atlantic shoreline fends off storms on the one hand and on the other scoops up a special serving of warm Gulf Stream comfort. The demand for tickets to Atlantic City, therefore, does not die off with autumn leaves.

But summertime is resort-time-in-chief, with possibly 500 arrivals a minute during the peak of holiday travel. The Boardwalk and breezes, the swimming and the tanning, the sand and sun, the six amusement piers lively with music and merry-go-rounds and high-diving horses, the salt water taffy and sea shell souvenirs, the unfailing spectacle of the sea itself—these give the city its distinctive air of animation and leisure combined, and draw visitors enough to increase the permanent population by 24,000 per cent a year.

Atlantic City is the southern apex of a travel triangle that has its other corners at Philadelphia 56 miles northwest and New York 100 miles northeast. To handle the traffic that followed the pioneer 1854 Camden excursion train, the resort now provides even an airport, a seaplane base, and a yacht basin.

This city which owes its name, its temperatures, and its temperament to the Atlantic is actually "seven miles at sea." The long crescent of white sand recalls that the resort is built on a ten-mile-long sand bar, with the ocean to the southeast and vast marshes separating it from the mainland of New Jersey on the northwest.

Manufacturing City Built Record-Size Convention Hall

Fishermen had built a village on Absecon Island three-quarters of a century before the railroad arrived to transform their place of business into a mecca for sea-worshippers. The local fisheries, in fact, now rank third among the State's, attesting the good judgment of Atlantic City's first settlers.

It was a railroad builder on special assignment who laid out the city's new streets, paralleling the shore with avenues named Atlantic, Pacific, Baltic, Adriatic, and so on for all the seven seas. (After he left, a slight shift moved Pacific Avenue for part of its length closer to the Atlantic than Atlantic Avenue.) Side streets have the names of eastern States, for the most part, with Absecon Boulevard retaining a bit of the salt savor of the settlement's fishing past.

The main thoroughfare remains a purely pedestrian one—the Boardwalk, which is only superficially board (illustration, next page). The substructure is sturdily built of steel and concrete, now 45 years old, above which the top layer of pine planking is often renewed. Four earlier Boardwalks preceded this one, beginning with a "spacious" plank promenade eight feet wide, built by the city in 1870.

The Boardwalk was only the first of the seaside fashions which Atlantic City

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or submarine attack, from storm or fog. In peacetime, it would afford comfortable "crossing" of the Channel by the 2,000,000 annual travelers, as well as rapid shipment of British goods to the continent without double handling of most of them at Channel ports.

Other Plans for Area of Heaviest Cross-Channel Traffic

With the failure of the project in 1883 came an alternate suggestion, seriously considered by some and denounced as fantastic by others—a bridge over the Channel. Instituted during the first World War, train ferries have since been maintained between several Channel ports.

The Calais-Dover crossing for the tunnel was selected because these two cities are nearest. During the World War, the narrow Strait of Dover, nowhere exceeding 180 feet in depth (illustration, inside cover), had been closed against German submarines by the use of mines and nets.

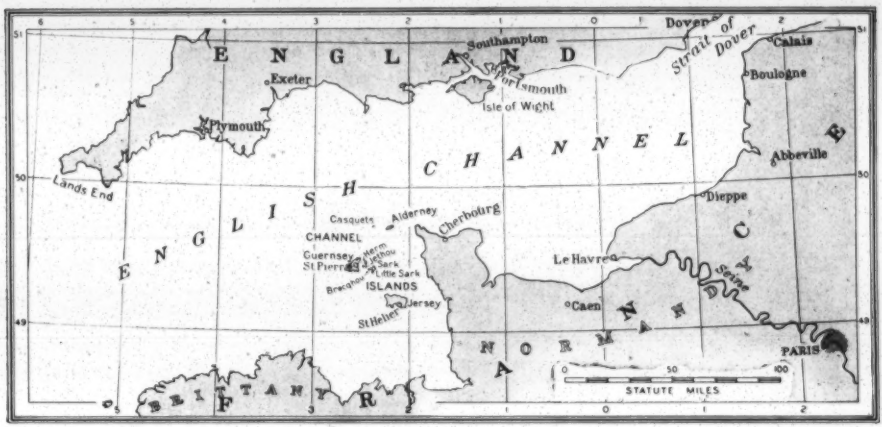
Off Land's End at its western opening the Channel is more than 300 feet deep. France empties the only large river into the Channel, the Seine. The principal islands in the Channel are the Isle of Wight, off the English coast at Southampton, and the Channel Islands off the coast of France, also under English dominion until occupied by German troops in 1940.

Note: See also "Along England's Harassed Coast," *National Geographic Magazine*, August, 1940; "Pilgrims Still Stop at Plymouth," July, 1938; "Guernsey, the Friendly Isle," March, 1938; "Normandy—Choice of the Vikings," May, 1936; "England's Sun-trap Isle of Wight," January, 1935; "The Feudal Isle of Sark," July, 1932; "St. Malo, Ancient City of Corsairs," August, 1929; and "The Channel Islands," August, 1920.

See also in the GEOGRAPHIC NEWS BULLETINS: "'Invasion Ports' of France Feel British Blows," January 27, 1941; "Each British Port Plays Special Commercial Rôle," December 16, 1940; "England's Plans Parallel Old Blueprints for Defense," October 21, 1940; and "Mont St. Michel: Historic Point of France in the English Channel," April 22, 1940.

The Modern Pilgrim's Map of the British Isles shows the English Channel, the Channel Islands, and the commercially and historically important Channel ports. Copies of this map are available at 50¢ (paper edition) and $1.00 (linen edition).

Bulletin No. 1, February 24, 1941.



Drawn by A. H. Bumstead

THE CHANNEL HAS BEEN THE THRESHOLD OF HISTORY FOR ENGLAND

In the days when war was mainly restricted to land, England's attackers camped on the French side of the Channel to await a favorable time for invasion. The Spanish Armada sailed into the Channel to attack English coasts—unsuccessfully. Shakespeare did not forget this useful body of water when, in *King Richard II*, he called England "This precious stone set in the silver sea, which serves it . . . as a moat defensive to a house, against the envy of less happier lands. . . ." The Channel Islands, so near the coast of France, have previously served as England's advance guard against attack from the continent, but they were the first bits of English soil which German forces occupied in 1940. One of them, Jersey, conferred its name on an American State.

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Greece Safeguards Treasured Sculptures and Architecture

AMERICAN students of the life of ancient Greece, some of them until the outbreak of the war engaged in digging up "new" relics of old cultures, have offered funds to modern Greece to protect the famous buildings, 2,000 years old and more, for which that country is renowned among art lovers around the world. Hopes are high that the priceless Parthenon and other structures on the Acropolis at Athens are far enough from military objectives to escape war damage.

Greek officials, meanwhile, are hastily but carefully hiding many of the finest pieces of ancient Greek sculpture, vases, bronzes, gold- and silverware, jewelry, and other objects which constitute one of the world's richest heritages of art.

Most Centers of Ancient Culture Remote from Modern War Targets

Athens is a principal storehouse of classical Greek art and architecture. Yet, as the capital of Greece, it is subject to military attack by the Italian forces. Fortunately, neither the Acropolis, pedestal for the incomparable Parthenon (illustration, next page), nor the National Museum, with its fabulous collections, is situated in a section of the city containing legitimate military targets. Athens' industry is concentrated chiefly in Piraeus, the city's port. Tatoi, Athens' military airport, lies about ten miles north of the heart of the Greek capital.

Most of the important ancient ruins throughout the rest of Greece, and the local museums which house many of the art objects recovered from them, are remote from strategic war objectives. Delphi clings to the steep slopes of Mt. Parnassus. Olympia nestles in the pine groves of pastoral Elis. Thebes, Mycenae, Tiryns, Epidaurus, Sparta, Bassae, Megalópolis, Soúnion, Aegina, Delos, and almost all the other famous centers of classical culture are situated in agricultural plains, on rocky or forested mountains and promontories, or on Aegean islands.

The strategic Corinth Canal, however, essential in the shipping and naval defense of the country, might possibly draw the menace of heavy assault in the direction of the ancient temple and other ruins and the museum in Old Corinth, only a few miles away from the rock-cut waterway. The vital island of Crete, now jointly defended by Greek forces and British allies, might be subjected to attacks endangering the cleared and partially restored palace at Cnossus, near Herakleion.

Transplanted Treasures Menaced Elsewhere in Europe

Of the several museums in Athens, by far the most important are the National Museum and the Acropolis Museum. The latter, a low, unobtrusive stone structure lying east of the Parthenon, contains many priceless Archaic statues as well as sculptures from the "Great Period" temples of the 5th century B.C. whose partly restored ruins still adorn the Acropolis.

In the National Museum, housing the bulk of the nation's collection of antiquities, is normally exhibited a rich assemblage of statuary and sculptured reliefs; of vases, bronzes, figurines, gold and silver vessels, weapons and ornaments, jewelry and household utensils from ancient Greek and Roman times.

Much of Athens' store of ancient relics has already been stacked away in caves, vaults, and other scattered hideouts. Because of the great number of objects to be preserved, this modern treasure-burying effort takes much time and money. But once lost or destroyed, all the world's wealth could not replace these superb creations, which constitute a material heritage from a remote period of man's highest achievements of mind, heart, and hand (illustration, cover).

Ironically enough, valuable collections of ancient Greek art objects, shipped to

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set for other resorts to follow. Authorities on Americana trace to that distinctive promenade the introduction to the American scene of rolling chairs, amusement piers, picture postcards, and salt water taffy.

Behind the Boardwalk that everyone sees, however, is the city that nobody knows, except the residents. The resort has a permanent population exceeding 66,000. In addition to entertaining visitors, which is the chief source of income, Atlantic City has a surprising variety of industries, producing bottles and glassware, toothpaste, baby carriages, reed furniture, and hosiery, as well as the city's specialty, salt water taffy.

Pride of the resident community is the huge municipal building of many duties, between Georgia and Mississippi Avenues fronting the Boardwalk, and laying claim to several records for size and versatility—a combination of convention hall, auditorium, and radio station, with a giant pipe organ. The auditorium can either seat 41,000 people, or serve as an indoor football field or steeplechase course.

Other serious show places of the play city are forlorn old Absecon Lighthouse, abandoned in 1932 after nearly eighty years of service, and the three blocks of red brick slum clearance projects, which began to bring profitable returns within the first few months after their opening in 1937.

Note: Additional information about Atlantic City is contained in "New Jersey Now!" in the *National Geographic Magazine*, May, 1933, which includes a color picture of this resort.

Bulletin No. 2, February 24, 1941.

Photograph by Clifton Adams

THE BOARDWALK STARTED ROLLING CHAIRS, POSTALS, AND SALT WATER TAFFY

Just as Atlantic City's famous seaside Boardwalk created a demand for similar structures in other resorts, the city is also credited with popularizing man-powered rolling chairs in the 1880's, traditionally from the creation of a baby carriage manufacturer. One of the several legendary explanations of salt water taffy's invention is likewise associated with the city's resort business. A resident of this vacation town, while on vacation in Europe, grew fond of the German picture postcard idea, and introduced it at home. Lined with shops and theaters on the city side, the Boardwalk looks out over sand sculpture (foreground) and the crescent of beach to the Atlantic.

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Curfew Again Shall Ring Tonight—in Norway

IN NORWAY the curfew has been revived in some districts where sabotage against German occupation has been discovered, thus dispersing early any assemblies of men at inns or taverns where conspiracy is likely to be hatched.

A similar curfew edict was issued by William the Conqueror with a view to preventing uprisings in England after the Norman conquest of that country in 1066.

The curfew's use has extended far beyond the borders of European countries where it was once a general practice. In Shanghai, a hostess has often been embarrassed by the necessity of putting up for the night any guests who failed to depart in time; and the curfew there has proved highly profitable to the hotels and night clubs where hilarity produced a costly disregard of the law.

Trash Dumping Was Effective Curfew in Edinburgh

In pre-Italian Addis Ababa, Emperor Haile Selassie, during his reign there, had the curfew sounded on the bugle at eight o'clock. Foreigners were exempt and their servants could obtain permits to return home later, but for the most part the Ethiopian capital was silent after curfew, save for the dogs and hyenas.

Until the installation of modern sewage and trash collection systems, old Edinburgh's curfew enforcement was most effective. At ten o'clock the taverns and clubs would disgorge their home-rushing crowds promptly, for the constable's cry throughout the city of "Gardy-loo" (from *gardez l'eau*—French for "beware of the water") was the householders' signal for pouring down the trash and garbage into the street from hundreds of tenement windows. This custom proved most embarrassing to Boswell upon his visit to Edinburgh with the captious Samuel Johnson, whom he wished to impress favorably with the capital of Scotland. Johnson, ignoring the curfew warning, did not hasten to get off the streets. Complained Boswell, "I could not prevent his being assailed by the evening effluvia of Edinburgh."

The curfew long continued in parts of England because it was cherished as a tradition, or because of old city ordinances. Lincoln's Inn in London nightly rang the curfew on an old bell brought from Cadiz in 1596 by the Earl of Essex.

Was Aid to Law Enforcement, Also Regulating Children and Slaves

The curfew in early times aided an inadequate police system, which was incapable of coping with marauders at night. Anyone out after the curfew was subject to arrest without the necessity for the police to prove criminal intent. It should be noted that England then had no "night life": dinner was served at noon, and London plays were presented in the afternoon.

When clocks were few and darkened sundials had ceased to function, the curfew was also a means of announcing the time, summoning men home from taverns or the village green. It also regulated the closing of the gates of walled towns, as well as college gates (illustration, next page) and shops.

Similar signals were sounded in the morning, at four o'clock or later, to arouse workers. This practice had early originated in monastic communities. Town criers later assumed the task of announcing the time.

The ringing of the curfew was a common practice in the United States during the latter part of the 19th century. In as many as 3,000 communities, children were generally compelled to be within doors at eight o'clock in winter, or nine o'clock in summer. This curfew, provided for by city ordinance and even by State law, ap-

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the museums of other European countries a century or more ago for their protection, were exposed to the hazards of this war before Greece was. Many of these transplanted antiquities were removed to safer quarters months ago. The British Museum, which ordinarily contains the choice Parthenon sculptures which Lord Elgin took to England in the past century, has been struck by bombs during the numerous raids on London. Italy's galleries, especially those of Rome and Naples, contain priceless samples of Hellenic art.

Paris's Louvre Museum was, before the outbreak of the war, one of the most popular places for study of the art of ancient Greece. The Louvre exhibited such familiar sculptural masterpieces as the Venus de Milo and the Victory of Samothrace. German archeologists, having done much important work in Greece—especially the pioneer Schliemann—endowed their homeland's cities with valuable examples of Greek art. Munich and Berlin are especially rich in such collections.

Note: Photographs and additional information about the art treasures of Greece are found in "Classic Greece Merges into 1941 News," *National Geographic Magazine*, January, 1941; "Modern Odyssey in Classic Lands," March, 1940; "Ageless Luster of Greece and Rhodes" (duotone insert), April, 1938; "New Greece, the Centenarian, Forges Ahead," December, 1930; and "Seeing 3,000 Years of History in Four Hours," December, 1928.

See also in the GEOGRAPHIC NEWS BULLETINS: "Modern War Amidst Athens' Ancient Monuments," November 25, 1940; "Embattled Greece, Where History Repeats Itself," November 18, 1940.

Bulletin No. 3, February 24, 1941.

Photograph by Fred Boissonnas

PERICLES DIDN'T PATENT THE PARTHENON: EVERY COUNTRY COPIED IT

The ancient architectural great-grandmother of innumerable banks, post offices, railroad stations, churches, government buildings, and monumental structures of every other kind is the unique Parthenon which the Athens of Pericles built as a temple to Athena. Shorn of the statuary which Lord Elgin removed to England in 1801, the building owes its present beauty chiefly to its columns and its proportions. Each marble column, about 34 feet high in chaste Doric style, consists of ten or twelve sections perfectly fitted (noticeable at left). Where the old, weathered, golden-tawny surface has been chipped or scratched, the marble shows white. The Parthenon was "wounded" in 1687 when a German lieutenant on a Venetian ship fired the shot that exploded a powder magazine within the building. The skirted soldier at the left wears the white summer uniform of the famous evzones; the other displays the evzone's winter tunic.

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Geo-Graphic Brevities

THAILAND BOUNDARY CLOSED FOR REPAIRS

PEACE negotiations, a rare thing in a world at war, have sent delegates from Thailand (Siam) and French Indo-China to Tokyo to conclude a treaty and end the four-month war which closed with an armistice on January 31. The truce set up a neutral zone along the 900 miles of their former frontier, but left Thai forces in parts of Indo-China which Thailand has claimed. The occupied territory would bring Thailand's border east to the Mekong River in the north and in the central region around Bassac; it would change boundaries also in the southwest, from the region of Tonle Sap southward to the Gulf of Siam.

* * * * *

ROYAL COME-BACK CAPITAL "SOMEWHERE IN ETHIOPIA"

THE Ethiopia of Biblical days entered modern history as the independent Empire of Abyssinia, for decades a strange, defiant island of native independence in northeast Africa, surrounded by European-dominated territories. With its capital at Addis Ababa, the empire comprised some 350,000 square miles, larger than France and Italy together. Over it ruled Haile Selassie, the Lion of Judah and King of Kings. But Italian invasion in 1935 made the King of Italy the Emperor of Ethiopia. The capital of Ethiopia suddenly seemed to be at Rome.

February, 1941, saw Ethiopia on the brink of another change. Haile Selassie returned from exile, to declare that the true capital of his reclaimed realm was again "somewhere in Ethiopia," presumably on its way back to Addis Ababa.

* * * * *

VIVE LA REPUBLIQUE! WHAT IS THE NAME OF FRANCE?

"THE king is dead; long live the king!" the royalists' cry, was changed to "Long live the Republic!" by a turbulent late 18th-century France. Directors, emperors, and kings interrupted the republic's progress until the Franco-Prussian War in 1870-71. When invading Germans captured the emperor and besieged Paris, the French patriot Gambetta escaped daringly from the surrounded capital in a balloon and set up a "refugee capital" at Bordeaux. There the Third Republic was born in January, 1875. It reasserted the rights of the people to the control of their government by voting, to trial by jury, and to other basic freedoms.

The Third Republic governed the country for the longest quiet period in its recent history. On its 64th birthday in January, 1939, the French Republic was the second largest country in Europe, surpassed only by the U.S.S.R. It comprised 212,659 square miles with a population exceeding 42 million. It was the head of the world's second largest empire, twenty times larger than the mother country.

On its 65th birthday in January, 1940, the Third Republic was at war. In January, 1941, after 66 years, the Third Republic officially ceased to exist.

The Vichy Government on January 5 dropped Republic from the name of France and substituted the title, the French State.

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WHITE CONTINENT OF ZERO TEMPERATURES, ZERO POPULATION

AFTER men had been nibbling around the icy edges of Antarctica for almost a century, Amundsen (illustration, next page) climbed up the snow-covered continent in 1911 to be the first to reach the South Pole. There he staked out a

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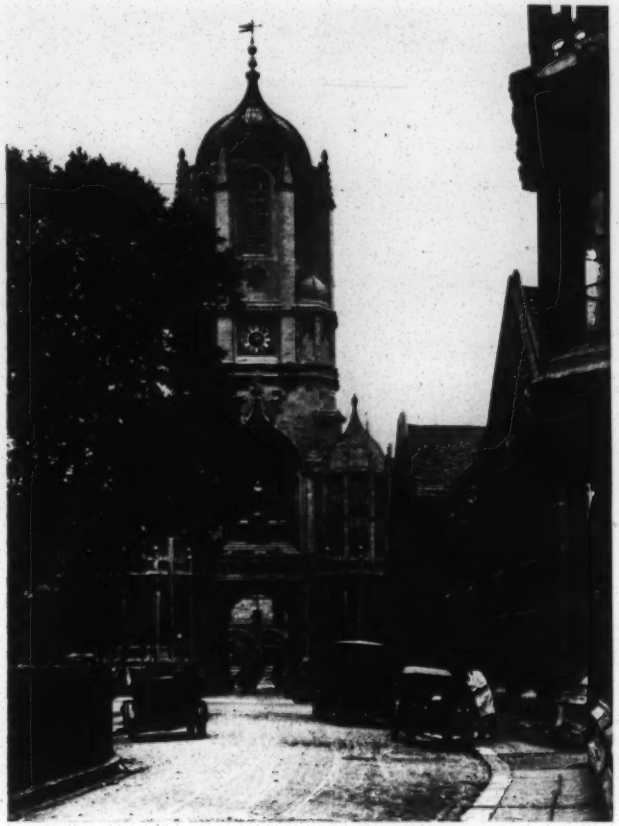
plied to all youth below an age varying from fifteen to eighteen years. In some towns a decided decrease in juvenile delinquency was reported to have resulted from the institution of the curfew.

The ante-bellum South also had for a number of years a curfew law for slaves.

"Curfew" comes from the old French phrase meaning "cover fire," one of the final household activities before retiring. The practice was considered necessary for fire prevention at a time when wood was more widely used in home construction. An early metal utensil designed for smothering fires, working on the same principle as a candle snuffer, was called a "curfew."

A popular poem of the past century was Rosa Thorpe's "Curfew Must Not Ring Tonight," a narrative of a woman's preventing the sounding of the curfew—the signal for an execution—by swinging on the bell's clapper.

Bulletin No. 4, February 24, 1941.



Photograph by Clifton Adams

STUDENTS SAVE MONEY BY HEEDING OXFORD'S CURFEW

The largest of Oxford's 21 colleges, Christ Church, has the largest bell—venerable 7-ton Great Tom, hanging since 1684 in the Tom Tower built by Sir Christopher Wren. Each evening it tolls the curfew with 101 deep strokes, commemorating the number of students the college had when it opened. At Great Tom's signal, all gates in Oxford close, and students returning late to their rooms must pay "gate money" to be admitted. Among the men who hurried to their Christ Church rooms at the curfew's call were William Penn, of Pennsylvania fame; John Wesley, who founded the Methodist Church; Lewis Carroll, who created *Alice in Wonderland*; and England's King Edward VII.

claim for Norway. Seven other countries have filed formal, overlapping claims to the 5,000,000 Antarctic frozen square miles by now—Great Britain, France, the United States, Germany, Australia, Argentina, and Chile. Admiral Byrd led a large-scale exploring expedition from the United States in 1928-30 and founded the continent's first town, Little America; he returned there in 1933-35. Then the United States Antarctic Service sent out a third expedition under Byrd. On February 1, 1941, these temporary Antarcticans, homeward bound, left Little America, abandoning the entire continent to seals and penguins.

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INDO-CHINA GETS DEGREE OF AUTONOMY

FRENCH Indo-China is not a single colony, but a colonial family of sextuplets. Cochin-China to the south is a colony; Cambodia, Laos, Luang-Prabang, and Annam, ruled by native kings, are protectorates; the small patch of Kwang-Chau-Wan is under lease from China. This composite colonial unit is managed by a French Governor-General. The homeland government at Vichy early this month gave French Indo-China autonomy in commercial relations, with an independent tariff system. Cut off from France by the war, Indo-China will make its own arrangements for marketing the rubber crop, which places it among the world's leading producers; the rice crop, which makes Indo-China one of the three chief exporting nations; and its mineral riches of coal, zinc, tin, and tungsten.

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TOO MUCH SILESIA FOR THE REICH; NOW UPPER AND LOWER

THE geographic regions of Upper (higher up because mountainous) Silesia and Lower Silesia approximately have become separate political units within the German Reich. The former province of Silesia, in the southeastern part of Prussia, was divided in January into Lower Silesia with the city of Breslau as its capital and Upper Silesia centering at Kattowitz (the Polish Katowice). The additional territory which necessitated the division had been acquired from Czecho-Slovakia and Poland.

Bulletin No. 5, February 24, 1941.

© *N. Y. T. & St. L. P. D.*

EXPLORERS' TRAILS CROSS BY CHANCE ON BLANKEST CONTINENT

Roald Amundsen, who in December, 1911, was the first man to reach the South Pole, left a page from his notebook in a tin can, marked by this cairn of rocks, as a record of his achievement. Members of Byrd's first Antarctic expedition, exploring the continent's scantily mapped wastes, found the cairn and photographed it. It had survived the polar storms at the foot of Axel Heiberg Glacier on Mount Betty for 18 years.